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# VICTORIÆ REGINÆ.

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## *Cap. ccxlii.*

An Act to authorize the Construction of Railways between *Presteign* and *Clun* and the *Craven Arms*; and for other Purposes relating to the Undertaking. [23d July 1866.]

WHEREAS the Construction of a Railway from the authorized Railway of the *Kington and Eardisley* Railway at *Presteign* to the Town of *Clun* in *Shropshire*, and of another Railway to the *Craven Arms*, together with short Junction Lines to the *Central Wales* or *Knighton* Railway at *Hopton Heath*, will be attended with local and public Convenience, and the Persons herein-after named, with others, are willing at their own Expense to construct the said Railways: And whereas Plans and Sections showing the Lines and Levels of the Railways, and also a Book of Reference containing the Names of the Owners and Lessees, or reputed Owners and Lessees, and of the Occupiers of the Lands required or which may be taken for the Purposes of the Railways, have been deposited with the respective Clerks of the Peace for *Shropshire*, *Herefordshire*, and *Radnorshire*: And whereas the *Knighton* Railway Company have deposited in Parliament in the present Session thereof a Petition for a Bill for the Extension of their Railway to *Presteign*, and in pursuance of

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an Arrangement made between them and the Company the *Knighton Railway Company* have not proceeded with the said Application to Parliament, in consideration of the Powers herein-after granted for the Use by them of the Railways herein authorized; and on the other hand the Company have relinquished their Application for Powers to construct a Railway from *Hopton Heath* to the *Bishops Castle Railway* at the *Craven Arms Station* in the Parish of *Stokesay*, in consideration of the Grant to them of the Powers herein-after contained for the Use of the *Knighton Railway* between *Hopton Heath* and the *Craven Arms Station*: And whereas the Purposes aforesaid cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; that is to say,

Short Title. 1. This Act may be cited for all Purposes as "*The Presteign, Clun, and Bishops Castle Railway Act, 1866.*"

8 & 9 Vict.  
cc. 16., 18.,  
& 20.,  
23 & 24 Vict.  
c. 106., and  
26 & 27 Vict.  
cc. 92. & 118.  
incorporated.

2. "The Companies Clauses Consolidation Act, 1845;"  
Parts I. and III. of "The Companies Clauses Act, 1863," relating respectively to "Cancellation and Surrender of Shares," and to Debenture Stock;  
"The Lands Clauses Consolidation Act, 1845;"  
"The Lands Clauses Consolidation Acts Amendment Act, 1860;"  
"The Railways Clauses Consolidation Act, 1845," and (so far as applicable) Parts I. and III. of "The Railways Clauses Act, 1863," relating respectively to "Construction of a Railway," and to "Working Arrangements,"  
are (except when expressly varied by this Act) incorporated with and form Part of this Act.

Interpreta-  
tion of  
Terms.

3. In this Act the several Words and Expressions to which Meanings are assigned by the Acts wholly or partially incorporated herewith shall have the same respective Meanings, unless there be something in the Subject or Context repugnant to such Construction; the Expression "the Company" shall mean the Company incorporated by this Act; the Expression "the Railways" or "the Undertaking" shall mean the Railways or Undertaking by this Act authorized; and the Expression "Superior Courts" or "Court of competent Jurisdiction," or any other like Expression in this Act or any Act wholly or partially incorporated herewith, shall be read and have Effect as if the Debt or Demand with respect to which the Expression is used were a common Simple Contract Debt, and not a Debt or Demand created by Statute.

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4. Cecil Parsons, Francis Evelyn, John White Lewis, Edward Stanton Meyrick, William Minton Beddoes, Thomas Lewis, Joseph Middleton, Thomas Duggan Stephens, and James Nott, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railways, and for other the Purposes of this Act, and for those Purposes shall be incorporated by the Name of "The Presteign, Clun, and Bishops Castle Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and with Power to purchase, take, hold, and dispose of Lands and other Property for the Purposes of this Act, and their Undertaking shall be called "The Presteign, Clun, and Bishops Castle Railway."

Company  
incorporated.

5. Subject to the Provisions of this Act and of the Acts wholly or partially incorporated herewith, the Company may make and maintain in the Line and according to the Levels shown on the deposited Plans and Sections the Railways herein-after described, with all proper Stations, Approaches, Works, and Conveniences connected therewith, and may enter upon, take, and use such of the Lands delineated on the said Plans and described in the deposited Books of Reference as may be required for that Purpose. The Railways herein-before referred to and authorized by this Act are,—

Power to  
make Rail-  
ways accord-  
ing to de-  
posited  
Plans.

No. 1. A Railway (Eighteen Miles and One and a Half Furlongs in Length) commencing in the Parish of *Presteign* in the County of *Radnor* by a Junction with the Railway No. 1. authorized by "The *Kington and Eardisley* (Extension to *Presteign*) Act, 1864," and terminating near the Town of *Clun* in the County of *Salop*:

No. 2. A Railway (Six and a Half Furlongs in Length) commencing by a Junction with the Railway herein-before lastly described in the said Parish of *Bedstone* in the said County of *Salop*, and terminating by a Junction with the said *Central Wales* Railway or *Knighton* Railway near *Hopton Heath* Station in the Parish of *Clungunford* in the said County of *Salop*:

No. 3. A Railway (Five Furlongs in Length) commencing by a Junction with Railway No. 1. herein-before described in the Parish of *Hopton Castle* in the County of *Salop*, and terminating in the same Parish by a Junction with Railway No. 2. at about Seventeen Chains South of the Termination thereof.

6. The Capital of the Company shall be Two hundred and twenty thousand Pounds, in Twenty-two thousand Shares of Ten Pounds each.

Capital.

7. The

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Shares not  
to issue  
until One  
Fifth paid  
up.

7. The Company shall not issue any Share created under the Authority of this Act, nor shall any Share vest in the Person accepting the same, unless and until a Sum not being less than One Fifth of the Amount of such Share shall have been paid in respect thereof.

Calls.

8. One Fifth of the Amount of a Share shall be the greatest Amount of a Call, and Two Months at least shall be the Interval between successive Calls, and Three Fifths of the Amount of a Share shall be the utmost aggregate Amount of the Calls made in any Year upon any Share.

Power to  
borrow on  
Mortgage.

9. The Company may from Time to Time borrow on Mortgage any Sum not exceeding in the whole Seventy-three thousand Pounds, but no Part thereof shall be borrowed until the whole Capital of Two hundred and twenty thousand Pounds is subscribed for, issued, and accepted, and One Half thereof is paid up, and the Company have proved to the Justice who is to certify under the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that the whole of the Capital has been issued and accepted, and that One Half thereof has been paid up, and that not less than One Fifth Part of the Amount of each separate Share has been paid on account thereof before or at the Time of the Issue or Acceptance thereof, and that such Capital was issued *bonâ fide*, and is held by the Subscribers or their Assigns, and that such Subscribers or their Assigns are legally liable for the same; and upon Production to such Justice of the Books of the Company, and of such other Evidence as he shall think sufficient, he shall grant a Certificate that the Proof aforesaid has been given, which Certificate shall be sufficient Evidence thereof.

Arrears may  
be enforced  
by Appoint-  
ment of a  
Receiver.

10. The Mortgagees of the Company may enforce Payment of Arrears of Principal and Interest due on their Mortgages by the Appointment of a Receiver, and in order to authorize the Appointment of a Receiver the Amount owing to the Mortgagees by whom the Application for a Receiver shall be made shall not be less than Ten thousand Pounds in the whole.

Monies  
borrowed on  
Mortgage  
to have  
Priority.

11. All Monies borrowed on Mortgage under this Act from the Time when the same shall be advanced, and the Interest for the Time being due thereon, shall have Priority against the Company and the Property of the Company over all other Claims on account of any Debts incurred or to be incurred, or Engagements entered into or to be entered into, by them: Provided always, that such Priority shall not prejudice or affect any Claim, Right, or Remedy against the Company or their Property in respect of any Rentcharge to be granted by them

in

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in pursuance of the Provisions of "The Lands Clauses Consolidation Act, 1845," or "The Lands Clauses Consolidation Acts Amendment Act, 1860," nor shall anything herein-before contained prejudice or affect the Lien of any Vendor for the unpaid Purchase Money of any Land taken by the Company for the Purposes of the Railway.

12. All Monies raised under this Act, whether by Shares or borrowing, shall be applied for the Purposes of this Act only. Application of Monies.

13. The First Ordinary Meeting of the Company shall be held within Six Months after the passing of this Act, and the subsequent Ordinary Meetings of the Company shall be held in the Months of *February* or *March* and of *August* or *September* in every Year. First Ordinary Meeting.

14. The Quorum of General Meetings of the Company shall be Twenty Shareholders present personally or by proxy, holding in the aggregate not less than Twenty thousand Pounds in the Capital of the Company. Quorum of General Meetings.

15. The Number of Shareholders on whose Requisition an Extraordinary Meeting may be required to be convened shall be not less than Twelve, and such Shareholders shall hold in the aggregate not less than Twenty thousand Pounds in the Capital of the Company. Number of Shareholders to convene extraordinary Meetings.

16. The Scale according to which Shareholders may vote in respect of their Shares shall be as follows; (that is to say,) Scale of voting.

For One Share or more, and not exceeding Five, One Vote:

For more than Five Shares, but not exceeding Twenty, Two Votes:

For more than Twenty Shares, an additional Vote for every Twenty Shares.

17. The Number of Directors shall be Five. Number of Directors.

18. The Qualification of a Director shall be the Possession in his own Right of not less than Thirty Shares. Qualification of Directors.

19. The Quorum of a Meeting of Directors shall be Three. Quorum.

20. *Cecil Parsons, Francis Evelyn, John White Lewis, Edward Stanton Meyrick, and William Minton Beddoes* shall be the First Directors of the Company, and shall continue in Office until the First Ordinary Meeting held after the passing of this Act; at that Meeting the Shareholders present personally or by proxy may either continue in Office the Directors appointed by this Act, or any of them, or may elect a new Body of Directors, or Directors to supply the First Directors.

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Place

Election of Directors.

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Place of those not continued in Office, the Directors appointed by this Act being, if qualified, eligible for Re-election; and at the First Ordinary Meeting to be held in every Year after the First Ordinary Meeting the Shareholders present personally or by proxy shall (subject to the Power herein-before contained for reducing the Number of Directors) elect Persons to supply the Places of the Directors then retiring from Office agreeably to the Provisions in "The Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by the same Act.

Lands for extraordinary Purposes.

**21.** The Quantity of Land to be taken by the Company for the extraordinary Purposes mentioned in "The Railways Clauses Consolidation Act, 1845," shall not exceed Six Acres.

Powers for compulsory Purchases limited.

**22.** The Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Three Years from the passing of this Act.

Period for Completion of Works.

**23.** The Railway shall be completed within Five Years from the passing of this Act, and on the Expiration of that Period the Powers by this Act granted to the Company for executing the Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

Power to cross certain Roads on the Level.

**24.** Subject to the Provisions in "The Railways Clauses Consolidation Act, 1845," and in Part I. (relating to the Construction of a Railway) of "The Railways Clauses Act, 1863," contained in reference to the crossing of Roads on the Level, it shall be lawful for the Company in the Construction of the Railways to carry the same with a single Line of Railway only whilst the Railways shall consist of a single Line, and afterwards with a double Line of Railway only, across and on the Level of the Roads next herein-after mentioned; (that is to say,)

## RAILWAY No. 1.

| No. on Plan. | Parish.                   | Description.   |
|--------------|---------------------------|----------------|
| 3            | Kinsham - - -             | Public Road.   |
| 38           | Presteigne - - -          | Ditto.         |
| 40           | Lingen - - -              | Ditto.         |
| 90           | Leintwardine, in Hereford | Turnpike Road. |
| 3            | Leintwardine, Salop -     | Public Road.   |

Provided always, that the Inclination of the Road numbered 40 in the Parish of *Lingen* shall on the Eastern Side thereof be altered so as to be level.

**25.** In

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25. In altering for the Purposes of this Act the Roads next hereinafter mentioned the Company may make the same of any Inclinations not steeper than the Inclinations herein-after mentioned in connexion therewith respectively ; (that is to say,)

Inclination  
of Roads.

| No. on Plan.   | Parish.          | Description.    | Greatest Inclination of Road when altered. |
|----------------|------------------|-----------------|--|
| RAILWAY NO. 1. |                  |                 |  |
| 3              | Wigmore - -      | Public Road -   | 1 in 16                                    |
| 12             | Lingen - -       | Ditto - -       | 1 in 15                                    |
| 34             | Leintwardine - - | Ditto - -       | 1 in 15                                    |
| 80             | Ditto - -        | Turnpike Road - | 1 in 20                                    |

26. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter 20, a Sum of Twenty-two thousand nine hundred and eighty-eight Pounds Ten Shillings and One Penny Three Pounds *per Centum* Bank Annuities, representing Twenty thousand Pounds, being equal to Eight *per Centum* on the Amount of the Estimate of the Expense of the Railways by this Act authorized, has been deposited with the Court of Chancery in *England* in respect of the Application to Parliament for this Act in the Names of *Francis Evelyn* and *Cecil Parsons*, being Subscribers to the Undertaking, but inasmuch as Part of the Undertaking originally proposed is abandoned the Estimate of Expense of the Railways authorized by this Act is reduced to the Sum of Two hundred thousand Pounds : Be it enacted, That, notwithstanding anything contained in the said recited Act, so much of the said Sum of Twenty-two thousand nine hundred and eighty-eight Pounds Ten Shillings and One Penny Three Pounds *per Centum* Bank Annuities as was at the Time of the Transfer thereof equal to the Sum of Sixteen thousand Pounds (being Eight *per Centum* on the said reduced Estimate) so transferred as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period limited by this Act for the Completion of the Railways, either open the Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes

Deposit  
Money not  
to be repaid  
until Line  
opened or  
Half the  
Capital paid  
up and ex-  
pended,  
except on  
Execution of  
Bond, &c.

of

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of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall expire before the Company shall either have opened the Railways for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the Sum so deposited as aforesaid, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain and Ireland*: Provided that at any Time after the passing of this Act if a Bond in twice the Amount of the Sum so deposited shall have been executed by the Company, with One or more Surety or Sureties, (such Bond to be prepared to the Satisfaction of, and such Surety or Sureties to be approved by, the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for the Payment to Her Majesty, Her Heirs or Successors, of the Sum so deposited if the Company shall not, within the Time limited for the Completion of the Railways, either open the Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital, and if such Bond shall have been deposited with the Solicitor to the said Lords Commissioners, then such Sum of Money, and the Interest or Dividends thereof, shall be paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money, and the Interest or Dividends thereof, would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

27. The Court of Chancery may order that so much of the said Sum of Twenty-two thousand nine hundred and eighty-eight Pounds Ten Shillings and One Penny Three Pounds *per Centum* Bank Annuities as was at the Time of the said Transfer equal to the Sum

Court of  
Chancery  
may order  
Payment of  
surplus  
Deposit.



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Sum of Four thousand Pounds, and any Dividends thereon, may be transferred and paid to the Company, or to such Persons or Person as the Company may appoint on that Behalf; and upon such Order being made such Portion of the said Sum of Twenty-two thousand nine hundred and eighty-eight Pounds Ten Shillings and One Penny Three Pounds *per Centum* Bank Annuities as was at the Time of the said Transfer equal to the Sum of Four thousand Pounds, and the Dividends thereon, shall be transferred and paid to the Company, or to such Person or Persons as the Company shall appoint.

28. The Company may demand and take in respect of the Use of the Railways any Tolls not exceeding the following; (that is to say,) Tolls.

In respect of the Tonnage of Goods conveyed on the Railways:

Tolls for Goods.

Class 1. For all Dung, Compost, and all Sorts of Manure, and all undressed Materials for the Repair of public Roads or Highways, Coal, Coke, Culm, Cannel, Cinders, Ironstone, Iron Ore, Limestone, Stones for building, pitching, and paving, Tiles, Slates, and Clay (except Fireclay), and for Wrought Iron not otherwise specifically classed herein, and for heavy Iron Castings, including Railway Chairs, *per Ton per Mile* One Penny; and if conveyed in a Carriage belonging to the Company, an additional Sum *per Ton per Mile* of One Halfpenny:

Class 2. For all Pig Iron, Rod Iron, Sheet Iron, Hoop Iron, Plates of Iron, Slabs, Billets, and Rolled Iron, Wrought Iron, Charcoal, Chalk, Lime, Bricks, Salt, Sand, Fireclay, Slag, and Stone, *per Ton per Mile* One Penny Halfpenny; and if conveyed in a Carriage belonging to the Company, an additional Sum *per Ton per Mile* of One Halfpenny:

Class 3. For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, Deal, and Metals (except Iron), Nails, Anvils, Vices, and Chains, and for light Iron Castings, *per Ton per Mile* Twopence; and if conveyed in a Carriage belonging to the Company, an additional Sum *per Ton per Mile* of One Penny:

Class 4. For Cotton and other Wools, Drugs, and manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per Ton per Mile* Threepence; and if conveyed in a Carriage belonging to the Company, an additional Sum *per Ton per Mile* of One Penny:

For every Carriage of whatever Description (not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton,) conveyed on a Truck or Platform belonging to the Company, Sixpence *per Mile*; and a like Sum of One Penny Halfpenny *per Mile* for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh.

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Passengers.

In respect of Passengers conveyed upon the Railways, or any Part thereof, as follows:

For every Person, Twopence *per* Mile; and if conveyed in or upon a Carriage belonging to the Company, an additional Sum of One Penny *per* Mile.

Tolls for  
Animals.

In respect of Animals conveyed upon the Railways, or any Part thereof, as follows:

Class 1. For every Horse, Mule, or other Beast of Draught or Burden, Threepence *per* Mile; and if conveyed in or upon a Carriage belonging to the Company, an additional Sum of One Penny *per* Mile:

Class 2. For every Ox, Cow, Bull, or Head of Neat Cattle, Twopence *per* Head *per* Mile; and if conveyed in or upon a Carriage belonging to the Company, an additional Sum of One Penny *per* Mile:

Class 3. For every Calf, Pig, Sheep, Lamb, and other small Animal, One Penny each *per* Mile; and if conveyed in or upon a Carriage belonging to the Company, an additional Sum of One Halfpenny *per* Mile.

Tolls for  
propelling  
Power.

29. The Toll which the Company may demand for the Use of Engines for propelling Carriages on the Railways shall not exceed One Penny *per* Mile for each Passenger or Animal, or for each Ton of Goods, in addition to the several other Tolls or Sums by this Act authorized to be taken.

Regulations  
as to Tolls.

30. The following Provisions and Regulations shall apply to the fixing of all Tolls and Charges payable under this Act; (that is to say,)

For all Passengers, Animals, or Goods conveyed on the Railways for a less Distance than Four Miles the Company may demand Tolls and Charges as for Four Miles:

For a Fraction of a Mile beyond Four Miles, or beyond any greater Number of Miles, the Company may demand Tolls and Charges on Animals and Goods for such Fraction in proportion to the Numbers of Quarters of a Mile contained therein, and if there be a Fraction of a Quarter of a Mile such Fraction shall be deemed a Quarter of a Mile; and in respect of Passengers, every Fraction of a Mile beyond an integral Number of Miles shall be deemed a Mile:

For a Fraction of a Ton the Company may demand Tolls according to the Number of Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton such Fraction shall be deemed a Quarter of a Ton:

With respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight:

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With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

**31.** With respect to small Packages not exceeding Five hundred Pounds in Weight, and single Articles of great Weight, notwithstanding the Rates prescribed by this Act, the Company may demand and take any Tolls not exceeding the following; (that is to say,)

For the Carriage of small Parcels on the Railways, as follows:

For the Carriage on the Railways, or any Part thereof, of any Parcel not exceeding Seven Pounds in Weight, Threepence:

For the Carriage of any Parcel exceeding Seven Pounds but not exceeding Fourteen Pounds in Weight, Fivepence:

For the Carriage of any Parcel exceeding Fourteen Pounds but not exceeding Twenty-eight Pounds in Weight, Sevenpence:

For the Carriage of any Parcel exceeding Twenty-eight Pounds but not exceeding Fifty-six Pounds in Weight, Ninepence:

And for the Carriage of any Parcel exceeding Fifty-six Pounds but not exceeding Five hundred Pounds in Weight the Company may demand any Sum which they think fit:

Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For the Carriage of single Articles of great Weight, as follows:

For any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which including the Carriage shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand such Sum as they think fit, not exceeding Sixpence *per Ton per Mile*:

For the Carriage of any single Piece of Timber, Stone, Machinery, or other single Article, the Weight of which with the Carriage shall exceed Eight Tons, the Company may demand such Sum as they think fit.

**32.** The maximum Rate of Charge to be made by the Company for the Conveyance of Passengers upon the Railways, including the Tolls for the Use of the Railways and for Carriages and locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following; (that is to say,)

For every Passenger conveyed in a First-class Carriage the Sum of Threepence *per Mile*:

For every Passenger conveyed in a Second-class Carriage the Sum of Twopence *per Mile*:

For every Passenger conveyed in a Third-class Carriage the Sum of One Penny Farthing *per Mile*.

**33.** The

Tolls for  
small  
Parcels and  
single  
Articles  
of great  
Weight

Maximum  
Rates for  
Passengers.

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Maximum  
Rates for  
Animals  
and Goods.

**33.** The maximum Rate of Charge to be made by the Company for the Conveyance of Animals and Goods on the Railways, including the Tolls for the Use of the Railways and for Waggon or Trucks and locomotive Power, and for every other Expense incidental to the Conveyance (except a reasonable Charge for loading and unloading Goods at any Terminal Station in respect of such Goods, and for Delivery and Collection, and any other Service incidental to the Business or Duty of a Carrier, where any such Service is performed by the Company), shall not exceed the following Sums; (that is to say,)

For every Thing in Class 1, One Penny Halfpenny *per Ton per Mile* :

For every Thing in Class 2, Twopence *per Ton per Mile* :

For every Thing in Class 3, Threepence *per Ton per Mile* :

For every Thing in Class 4, Fourpence *per Ton per Mile* :

For every Animal in Class 1, Fourpence *per Mile* :

For every Animal in Class 2, Twopence Halfpenny *per Mile* :

For every Animal in Class 3, One Penny Halfpenny *per Mile* :

And for every Carriage of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried on a Truck or Platform, *per Mile* Sixpence, and for every Quarter of a Ton beyond One Ton One Halfpenny.

Passengers  
Luggage.

**34.** Every Passenger travelling upon the Railways may take with him his ordinary Luggage, not exceeding One hundred and twenty Pounds in Weight for First-class Passengers, One hundred Pounds in Weight for Second-class Passengers, and Sixty Pounds in Weight for Third-class Passengers, without any Charge being made for the Carriage thereof.

Terminal  
Station.

**35.** No Station shall be considered a Terminal Station in regard to any Goods conveyed on the Railways, unless such Goods have been received thereat direct from the Consignor, or are directed to be delivered thereat to the Consignee.

Restrictions  
as to Charges  
not to apply  
to Special  
Trains.

**36.** The Restrictions as to the Charges to be made for Passengers shall not extend to any Special Train run upon the Railways, in respect of which the Company may make such Charges as they think fit, but shall apply only to the Ordinary and Express Trains appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the Railways.

Company  
may take  
increased  
Charges by  
Agreement.

**37.** Nothing in this Act shall prevent the Company from taking any increased Charges, over and above the Charges by this Act limited, for the Conveyance of Animals or Goods of any Description, by Agreement with the Owners or Persons in charge thereof, either  
by

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by reason of any special Service performed by the Company in relation thereto, or in respect to the Conveyance of Animals or Goods (other than small Parcels) by Passenger Trains.

**38.** The Company and all Companies and Persons lawfully working or using their Railways may run over, work, and use, with their Clerks, Officers, and Servants, and their Engines and Carriages, and for the Purposes of their Traffic, the Railways or Portions of Railway following; that is to say, Power to use other Undertakings.

So much of the *Knighton* or *Central Wales* Railway as lies between the Junction therewith of Railway No. 2. as herein-before described and the Junction (at or near the *Craven Arms* Station) of the *Knighton* or *Central Wales* Railway with the *Shrewsbury and Hereford* Railway; and also so much of the *Knighton* or *Central Wales* and of the *Shrewsbury and Hereford* Railways, but not including the Main Line of the *Shrewsbury and Hereford* Railway or the *Craven Arms* Station of that Railway, and of the Sidings and Junctions of the said Railways respectively, as may be necessary to give Access from the said proposed Railway No. 2. to the *Bishops Castle* Extension to *Craven Arms* Railway; and all other Stations, Sidings, Warehouses, Buildings, Booking and other Offices, Approaches, Watering Places, Sheds, Standing Room for Engines, Works, and Conveniences, Water Supply, Telegraphs, Signals, and Machinery, in and upon the said Portion of the *Knighton* or *Central Wales* Railway, or any Part thereof; and the Companies and Persons owning and working the said Railway and Portion of Railway respectively shall afford and render all Services and Facilities for the Purposes aforesaid.

**39.** The Terms, Conditions, and Regulations to which the Company and such other Companies and Persons as aforesaid shall be subject in respect of the said Use, and the Tolls or other Consideration to be paid by them for the same, shall, if not agreed upon between them and the Companies owning or working the said several Railways respectively, be from Time to Time determined by an Arbitrator to be appointed by the Board of Trade on the Application of either Party; and the Decisions of any such Arbitrator shall be binding and conclusive on all the Parties in difference, and the Costs and Expenses of such Arbitrator shall be defrayed as the Arbitrator shall direct; and any of the said Companies or such other Persons or Companies as aforesaid who shall refuse or neglect to perform, observe, and conform to any Decision given or Regulation made by any such Arbitrator in the Premises shall forfeit and pay to such Person or Company as the Arbitrator shall determine any Sum not exceeding Fifty Pounds for every such Offence, and Twenty Pounds for every Day during which such Offence shall continue. Terms of such Use.

[Local.]

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Byelaws to  
be observed.

40. In using or traversing the said several Railways and Stations, and in using the Works, Buildings, and Conveniences thereof respectively, in accordance with the Provisions herein-before mentioned, the Regulations and Byelaws for the Time being in force on the Undertaking so used, so far as such Byelaws are applicable, shall at all Times be observed.

Power to  
Knighton  
Railway  
Company  
to use  
Railway.

41. The *Knighton* Railway Company, and all Persons lawfully using or working their Undertaking, may use, with their Engines, Carriages, and Servants, the Railways hereby authorized as fully and effectually to all Intents and Purposes, and upon the same Terms and Conditions, and subject to the same Restrictions, as apply to the Use by the Company of the *Knighton* or *Central Wales* Railway; and all the Provisions herein-before contained with respect to the Use by the Company of the *Knighton* Railway shall apply to the Use of the Railways hereby authorized by the *Knighton* Railway Company, and by any Company or Person owning, working, or using the *Knighton* Railway, as fully and effectually as though the said Provisions were repeated and re-enacted with respect to and in favour of the *Knighton* Railway Company.

Tolls on  
Traffic con-  
veyed con-  
tinuously  
on both  
Railways.

42. The said Railways when used continuously under the Powers herein-before contained shall for the Purposes of Tolls and Charges be considered as One Railway; and in estimating the Amount of Tolls and Charges in respect of Traffic conveyed partly on the Railways of the Company and partly on the Portions of Railway herein-before specified for a less Distance than Four Miles, Tolls and Charges may only be charged as for Four Miles; and in respect of Passengers, for every Mile or Fraction of a Mile beyond Four Miles Tolls and Charges as for One Mile only; and in respect of Animals and Goods, for every Quarter of a Mile beyond Four Miles Tolls and Charges as for a Quarter of a Mile; and no other Short-distance Charge shall be made for the Conveyance of Passengers, Animals, or Goods partly on the Railways of the Company and partly on the said Portions of Railway.

Interest not  
to be paid  
on Calls  
paid up.

43. The Company shall not, out of any Money by this Act authorized to be raised by Calls or by borrowing, pay Interest or Dividend to any Shareholder on the Amount of the Calls made in respect of the Shares held by him. Provided always, that this Act shall not prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as is in conformity with "The Companies Clauses Consolidation Act, 1845."

Deposits for  
future Bills  
not to be  
paid out of  
Capital.

44. The Company shall not, out of any Money by this Act authorized to be raised, pay or deposit any Sum which, by any Standing Order

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Order of either House of Parliament now or hereafter in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Railway, or to execute any other Work or Undertaking.

45. Nothing herein contained shall be deemed or construed to exempt the Railways by this Act authorized to be made from the Provisions of any General Act relating to Railways, or the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during this or any future Session of Parliament, or from any future Revision or Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges or of the Rates for small Parcels authorized by this Act.

Railways not exempt from Provisions of present and future General Railway Acts.

46. All Costs, Charges, and Expenses of and incident to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid by the Company.

Expenses of Act.

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